

INTERNAL MEMORANDUM
Highways, Transport and Design

From: Highways, Transport and Design Manager
To: Planning Development Services
FAO: Mrs Elaine Atkinson
CC: Planning Administration

Proposal: Erection of 19no. residential dwellings, including new access, landscaping and infrastructure (Demolition of 24 Forest Lane).	Date:	11/07/17		
Location: 24 Forest Lane, Kirklevington, Yarm	Ref:	17/0224/FUL	Rev	

HTE Consultation		Consultation Other		
Network Safety/ Connect Tees Valley		Consultancy Practice		
Highways Network Management		Community Transport		
		Care for Your Area		

I refer to your memo dated: 8th February 2016

Executive Summary

Subject to the comments below the Highways, Transport and Design Manager has no objections to this full planning application for the erection of 19 residential dwellings, including new access, landscaping and infrastructure (Demolition of 24 Forest Lane).

The impact of the proposed application on the highway network has been assessed by the applicant, within the Transport Statement (TS) submitted in support of the proposed development, and also using the Council's Yarm Traffic Model.

The Yarm traffic modelling provides an informed response regarding the impact of this proposed development on the wider network and its impact as part of a cumulative assessment of highway impact from other planning applications that affect the same sections of highway.

The modelling results show that there would be limited practical difference in terms of traffic impact on the local road network with or without this application for the erection of 19 dwellings or cumulatively with other applications awaiting determination in Kirklevington would be a small proportion of both the population and the overall future development proposals within the Yarm area.

Taking the above into account the Highways, Transport and Design Manager is unable to object to the proposed development in relation the impact on the highway network however, the results show that the proposed development is reliant upon mitigation to be provided by others at the A19/A67 Crathorne interchange and the A67 / A1044 / Green Lane Roundabout. As such a contribution towards the cost of the proposed mitigation should be sought and this should be secured by a legal agreement.

Details of the proposed site access arrangements are considered to be acceptable in principle. The detailed design of the layout would have to be undertaken to the satisfaction of the Highway Authority and agreed as part of a Section 278 Agreement. All costs of the highway works would have to be met by the applicant.

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The proposed development as illustrated on Drawing Number 2804-D-90-003 REV K has been designed in accordance with the Council's Design Guide and Specification (Residential and Industrial Estates Development) and Supplementary Planning Document 3: Parking Provision for New Developments.

The applicant will need to enter into a Section 38 Agreement for the highway; footpaths shared spaces, verges and highway trees which will become highway maintainable at the public expense.

A Construction Management Plan should be agreed, should the application be approved, prior to construction commencing on the site and this should be secured by condition.

The applicant has not provided sufficient detail regarding the management of surface water runoff from the proposed development and this information should be secured by condition.

Detailed comments and conditions are included below in Appendix 1 and 2 respectively.

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Appendix 1 – Detailed Comments

Highways

The proposed development is a full application for the erection of 19no. residential dwellings, including new access, landscaping and infrastructure (Demolition of 24 Forest Lane).

Traffic Impact

The applicant has submitted a Transport Statement (TS) in support of the proposed development, however, at the request of the Local Highway Authority the impact of the proposed development on the highway network together with any cumulative impact along with other applications within Kirklevington awaiting determination has also been assessed using the Council's Yarm model.

The trip rates in the TS, which are based upon information derived from TRICS (national trip rate database), and the traffic distribution for the proposed development have been taken to be the same as those accepted for the previously approved residential development within Kirklevington (15/1643/OUT). Table 1 and Table 2 respectively show the forecast vehicle trip generation and distribution of the proposed development.

Table 1: Vehicle Trip Generation (for 19 dwellings)

	AM			PM		
	In	Out	Total	In	Out	Total
Trip rate	0.243	0.491	0.734	0.495	0.355	0.850
Trips	5	9	14	9	7	16

Table 2: Traffic Distribution

	Development Traffic Flows (PCU)	
	Weekday AM Peak Period	Weekday PM Peak Period
To A67 North	4	4
To A67 South	5	3
From A67 North	3	4
From A67 South	2	5

Yarm Traffic Modelling

The Yarm traffic modelling provides a more informed response regarding the impact of the development on the wider network, in the forecast year which assumes all dwellings associated with both the extant approvals and the proposed development(s) would be built out i.e. occupied, giving a worst case scenario.

Prior to assessing development impact the Yarm model (previously referred to as the YIBAM) was rebased and uses survey results from traffic surveys undertaken in the autumn of 2016. To this base the current 'approved' situation which includes the traffic associated with the committed developments such as the Tall Trees, Morley Carr Farm, Green Lane and Mount Leven were added to predict a future base model.

The development traffic associated with the proposed development of up to 19 houses was then tested. Further assessment scenarios have then been undertaken which take account of the

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cumulative traffic impact from all the planning applications within Kirklevington which are awaiting determination namely:

- Site 1 - Land At 18A Braeside (17/0511/OUT) for 11 Dwellings;
- Site 2 - 24 Forest Lane (17/0224/FUL) for 19 Dwellings;
- Site 3 – Consented Development (15/1643/OUT)
- Site 4 - Land West Of St Martins Way (16/3035/OUT) for 90 Dwellings;
- Site 5 - Knowles Farm, Grove Bank (16/3146/OUT) for 10 Dwellings.

Plan 1 – Proposed and Consented Developments



A comparison of the results from each scenario, which are reported as journey times, has then been undertaken to ascertain the impact of the proposed development traffic for each scenario on the highway network which are included overleaf in Table 3.

Table 3 - Journey Time Results

AM Peak 07:30 - 09:30

Route	Description	Com Dev	Com Dev + Forest Lane	<i>Diff to CD</i>	Com Dev + All	<i>Diff to CD</i>
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	04:59	05:01	<i>00:02</i>	05:27	<i>00:28</i>

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1b	A67 The Spital - Leven Road to Worsall Road	06:45	06:41	-00:05	06:50	00:04
1c	A67 High Street - Worsall Road to Bridge Street	03:54	03:54	00:00	03:51	-00:03
Route 1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	15:38	15:36	-00:02	16:08	00:29
2a	A67 Urray Nook Road - Durham Lane to A135	04:40	04:21	-00:19	04:40	-00:00
2b	A67 High Street - A135 to Worsall Road	03:13	03:02	-00:10	03:10	-00:03
2c	A67 The Spital - Worsall Road to Leven Road	00:50	00:50	-00:00	00:50	00:00
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:15	01:18	00:04	01:18	00:03
2c	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:50	00:50	-00:00	00:50	00:00
Route 2 Total	A67 Southbound – A67/Urray Nook Road Roundabout Kirklevington Hall Drive	10:47	10:20	-00:26	10:48	00:01
3a	Green Lane - Tall Trees to Yarm Rail Bridge	04:29	04:18	-00:11	04:58	00:29
3b	Green Lane - Yarm Rail Bridge to A67	01:51	02:13	00:22	02:08	00:17
3c	A1044 Green Lane - A67 to Glaisdale Road	00:54	00:54	00:00	00:54	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	00:00	00:14	00:00
Route 3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	07:28	07:39	00:12	08:14	00:46
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:17	00:18	00:01	00:18	00:01
4b	A1044 Green Lane - Glaisdale Road to A67	01:48	02:00	00:12	02:02	00:14
4c	Green Lane -A67 to Yarm Rail Bridge	01:24	01:23	-00:01	01:28	00:04
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:17	01:17	00:00	01:18	00:01
Route 4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	04:46	04:58	00:12	05:06	00:21
Route 5 Total	Worsall Road Eastbound - Allerton Balk to A67 High Street	11:50	11:52	00:02	10:24	-01:26
Route 6 Total	Leven Road Westbound – Kirk Road to A67 The Spital	04:05	04:27	00:23	05:02	00:57

PM Peak 16:00 - 18:00

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Route	Description	Com Dev	Com Dev + Forest Lane	Diff to CD	Com Dev + All	Diff to CD
1a	A67 Thirsk Road - A1044 Green Lane to Leven Road	02:36	02:12	-00:23	02:18	-00:17
1b	A67 The Spital - Leven Road to Worsall Road	07:43	07:43	-00:00	07:57	00:14
1c	A67 High Street - Worsall Road to Bridge Street	04:28	04:46	00:18	04:28	-00:00
Route 1 Total	A67 Northbound – A1044 Green Lane to Bridge Street	14:47	14:40	-00:06	14:43	-00:03
2a	A67 Urlay Nook Road - Durham Lane to A135	11:49	11:40	-00:09	12:06	00:17
2b	A67 High Street - A135 to Worsall Road	05:31	05:29	-00:02	05:34	00:03
2c	A67 The Spital - Worsall Road to Leven Road	00:51	00:51	00:00	00:52	00:01
2d	A67 Thirsk Road - Leven Road to A1044 Green Lane	01:15	01:14	-00:01	01:13	-00:02
2c	A67 - A1044 Green Lane to Kirklevington Hall Drive	00:51	00:51	00:00	00:52	00:01
Route 2 Total	A67 Southbound – A67/Urlay Nook Road Roundabout Kirklevington Hall Drive	20:17	20:05	-00:12	20:36	00:19
3a	Green Lane - Tall Trees to Yarm Rail Bridge	01:36	01:35	-00:01	01:35	-00:01
3b	Green Lane - Yarm Rail Bridge to A67	01:12	01:14	00:02	01:09	-00:03
3c	A1044 Green Lane - A67 to Glaisdale Road	00:55	00:55	00:00	00:55	00:00
3d	A1044 Leven Bank Road - Glaisdale Road to Mount Leven Village	00:14	00:14	00:00	00:14	-00:00
Route 3 Total	Green Lane / A1044 Eastbound – Tall Trees to Mount Leven Village	03:57	03:58	00:01	03:53	-00:04
4a	A1044 Leven Bank Road - Mount Leven Village to Glaisdale Road	00:20	00:21	00:01	00:20	-00:00
4b	A1044 Green Lane - Glaisdale Road to A67	01:27	01:26	-00:01	01:28	00:01
4c	Green Lane -A67 to Yarm Rail Bridge	02:32	02:32	-00:00	02:36	00:03
4d	Green Lane -Yarm Rail Bridge to Tall Trees	01:16	01:16	-00:00	01:16	-00:00
Route 4 Total	Green Lane / A1044 Westbound – Mount Leven Village to Tall Trees	05:36	05:36	-00:00	05:40	00:04
Route 5 Total	Worsall Road Eastbound - Allerton Balk to A67 High Street	06:09	06:24	00:15	06:50	00:42

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Route 6 Total	Leven Road Westbound – Kirk Road to A67 The Spital	01:44	01:44	-00:00	01:43	-00:02
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The results show that there would be limited practical difference in terms of traffic impact on the local road network with or without the proposed development. This is because the development would be a small proportion of both the population and the overall future development proposals within the Yarm area and within this, it is reasonable to predict that 'peak spreading' would occur as users stagger journey times to avoid traffic congestion.

It is, therefore, accepted that the highways network within the vicinity of Yarm, would suffer some congestion, however, it cannot be demonstrated, within the context of NPPF, that the residual cumulative impact of the proposed development on the highways network would be severe.

The model also assumes that all dwellings associated with both the extant approvals and the proposed development would be built out within a 10 year time-frame, however, it is considered that this is unlikely to be the case due to the proximity of the various competing developments to each other.

Further Yarm Traffic Modelling undertaken by the Council

In order to validate the traffic modelling work undertaken by the developer, in support of the proposed application, the Council have carried out a series of further sensitivity tests to ensure the results being report are robust.

These have included the following:

- Journey time assessments with additional traffic growth to take account of the continued economic growth within the area;
- Assessments of the A67 / Forest Lane junction and the Crathorne Interchange with all traffic from the proposed development routing via the A19.

The work undertaken by the Council have confirmed that:

- There would be limited practical difference in terms of traffic impact on the local road network with or without the proposed developments as report by the developer;
- The junctions assessed operate within practical capacity in all scenarios tested.

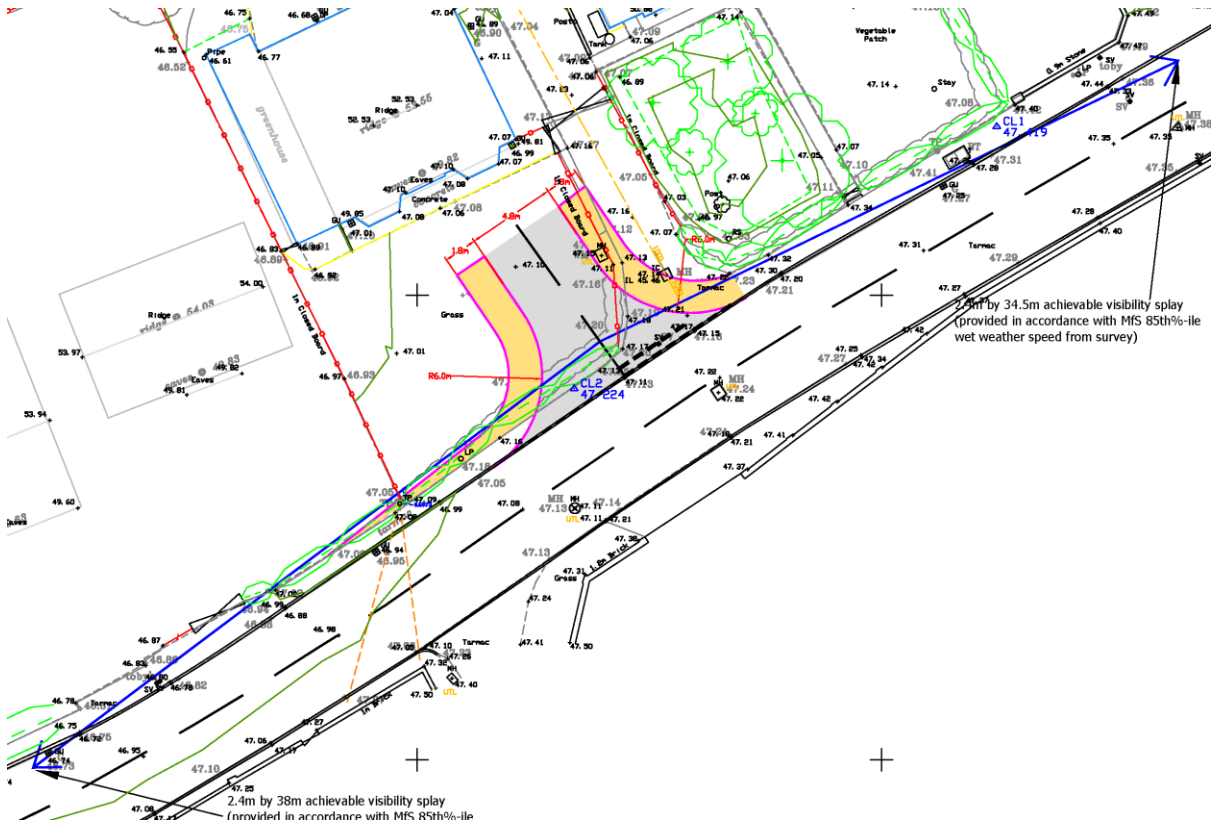
Taking the above into account the Highways, Transport and Design Manager is unable to object to the proposed development in relation the impact on the highway network however, the results show that the proposed development is reliant upon mitigation to be provided by others at the A19/A67 Crathorne interchange and the A67 / A1044 / Green Lane Roundabout. As such a contribution towards the cost of the proposed mitigation should be sought and this should be secured via a legal agreement.

Access

The site will be accessed from Forest Lane via a new priority T junction. Details of the proposed site access arrangements: extract, as shown below on Plan 2.

Plan 2 - Site Access Arrangements

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The drawing indicating the site access arrangements are considered to be acceptable in principle, the detailed design of the layout would have to be undertaken to the satisfaction of the Highway Authority and agreed as part of a Section 278 Agreement. All costs of the highway works would have to be met by the applicant.

Parking / Layout

The proposed development as illustrated on Drawing Number 2804-D-90-003 REV K has been designed in accordance with the Council’s Design Guide and Specification (Residential and Industrial Estates Development) and Supplementary Planning Document 3: Parking Provision for New Developments.

The applicant will need to enter into a Section 38 Agreement for the highway; footpaths shared spaces, verges and highway trees which will become highway maintainable at the public expense.

Street Lighting details are to be agreed prior to construction commencing on the site and this information should be secured by condition.

The Construction Management Plan is also acceptable in principle and this should be agreed prior to construction commencing on the site and this should be secured by condition.

Landscape and Visual Comments

The proposed development is for 19 new dwellings within an agricultural field on the northern edges of Kirklevington village. Access to the site requires the demolition of a single property on Forest Lane to facilitate a new access road into the site.

Landscape Character

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The development site is located on a level site on the edge of the village and bordered on three sides by existing residential properties. The proposed development does not extend beyond the northern limits of the existing developed area of the village. It is considered that the proposed extent of residential development within this application is the maximum that would be acceptable in this part of Kirklevington with respect to landscape character and visual impacts.

The proposal is contained within a single field, which narrows beyond the edge of the proposed development. Only the proposed SUDS pond is located beyond this natural boundary. The SUDS pond must be designed to minimise impacts on character and visual amenity, and outfalls, access tracks etc. must be designed to integrate with the landscape. The development retains the existing hedgerow boundaries and trees to the north, east and west, retaining the existing field pattern.

Visual Impact

Views of the development site are limited due to its location at the rear of existing properties. The majority of residences in close proximity to the site will gain oblique views of upper stories and roof lines of the new dwellings. The site will be clearly visible from the new entrance on Forest Lane, where the existing property will be demolished to facilitate access. Receptors will gain views along the residential street towards the landscaped central area within the development.

There will be glimpsed views from the A67 for pedestrians and vehicles using this route to travel south towards the A19. Views will be oblique and glimpsed across the existing field boundaries, against the existing residential backdrop. It is likely that receptors will perceive only minimal change in their view from this location. Receptors travelling north are unlikely to gain views of the development.

Layout

The development site is rectangular in shape with properties either side of the road, culminating in a private drive at the northern end of the site, with properties facing back towards Forest Lane. The road has an attractive curved layout allowing for an island of landscaping at the centre of the development, to incorporate tree planting to screen the northern end of the development. It is considered this would create an attractive streetscape introducing trees and soft landscaping into the development reflecting the rural character around the edges of the settlement. The layout also includes for occasional trees within private gardens, these must be located a sufficient distance from the dwellings. Full details of all boundary treatments, have been provided, and these are considered to be acceptable. Principals for soft landscaping have also been submitted, these are broadly acceptable, but some further details and refinement of species is required, but this may be conditioned, and the suggested wording is included below.

Public Open Space

The development includes incidental green space. Kirklevington Parish Council has an equipped play area located off Forest Lane within the village and the extant planning consent for residential development (15/1643/OUT) proposes to enhance this play provision by constructing a MUGA for older children. In the event that application 15/1643/OUT does not come forward or other recreational improvements are required it is desirable to secure funding of up to £75,000 for improvements to the existing play provision. However, should other housing applications in Kirklevington currently awaiting determination be granted planning consent approved then the level of contribution would be made pro-rata to the development impact.

Conditions should be applied to for tree and hedgerow protection measures during construction, and submission of a management plan to ensure public areas of the site are maintained in perpetuity. The suggested wording of these conditions is included overleaf.

Flood Risk Management

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The proposed development is in a Flood Zone 1. The Environment Agency's flood maps highlight areas of the proposed site as being at a low risk of surface water flooding (between 1 in 100 and 1 in 1000 years) careful consideration should be given to the existing blue/green corridors and surface water flooding when determining the site layout and the location of surface water attenuation structures.

The proposed development must not increase the risk of surface water runoff from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the proposed development or existing surface water / groundwater issues on the site must be alleviated by the installation of sustainable drainage system within the site.

The submitted Flood Risk Assessment (FRA) makes no reference to "Urban Creep", an allowance of 10% should be included within the detailed surface water drainage design.

There is insufficient information provided by the applicant therefore this should be secured by condition.

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Appendix 2 – Conditions

UDHC06d	Discharge of Surface Water	<p>The development hereby approved shall not be commenced on site, until a scheme of 'Surface Water Drainage and Management' for the implementation, maintenance and management of the sustainable drainage scheme has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, The scheme shall include but not be restricted to providing the following details;</p> <ol style="list-style-type: none"> I. Detailed design of the surface water management system II. A build program and timetable for the provision of the critical surface water drainage infrastructure III. A management plan detailing how surface water runoff from the site will be managed during construction Phase IV. Details of adoption responsibilities; V. Management plan for the Surface Water Drainage scheme and any maintenance and funding arrangement; <p>The building hereby approved shall not be brought into use until the approved 'Surface Water Drainage' scheme has been implemented and the approved scheme shall be maintained in accordance with the Surface Water Management scheme for the lifetime of the development.</p> <p>Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area, in accordance with the guidance within Core Strategy Development Plan Policy CS10 and the National Planning Policy Framework.</p>
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UDHI03a	INFORMATIVE – FRM	<p>Surface water discharges from this site shall be flow regulated to ensure that flooding problems elsewhere in the catchment are not exacerbated. For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event.</p> <p>The drainage system must be designed to operate without flooding for up to the 1 in 30 year event and accommodate the 1 in 100 year plus climate change making sure sufficient steps are taken to ensure that any surface flows between the 1 in 30 and 1 in 100 year events plus climate changed are stored within the proposed development site. The updated guidance states the new allowance for climate change and we now require both +20% scenario and a +40% scenario. Therefore new surface water drainage schemes designed within flood risk assessment/drainage strategies require at least three sets of calculation; 1 in 30 year event, 1 in 100 year plus 20% climate change and 1 in 100 year plus 40% climate change.</p> <p>If the applicant proposes to discharge surface water into an ordinary watercourse a land drainage consent will be required from the Lead Local Flood Authority (LLFA). A land drainage consent is separate application that could take up to 8 weeks for completion and no works on the watercourse can proceed until consent has been approved by the LLFA.</p> <p>The updated guidance states the new allowances for climate change now require both +20% scenario and a +40% scenario. Therefore new surface water drainage scheme designed within the Flood Risk Assessment/Drainage Strategies require at least three sets of calculations; 1 in 30 year event; 1 in 100 year plus 20% climate change and 1 in 100 year plus 40% climate change;</p> <ul style="list-style-type: none"> • Drainage systems can be designed to include a 20% allowance for climate change; • A sensitivity test against the 40% allowance is required to ensure that the additional runoff is wholly contained within the site and there is no increase in the rate of runoff discharged from the site. It must be demonstrated that there are no implications to people from the increased flood hazard (volume between 20% and 40% allowance). It is crucial that the additional runoff from the 40% is contained within the site and does not contribute to an increased flood risk to people/property/critical infrastructure/third parties elsewhere. • If the flows cannot be contained within the site without increasing risk to properties or main infrastructure a 40% allowance must be provided.
UDHC18b	Construction Management Plan	<p>No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Management Plan shall provide details of:</p> <ul style="list-style-type: none"> (i) the site construction access(es) (ii) the parking of vehicles of site operatives and visitors;

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		<ul style="list-style-type: none"> (iii) loading and unloading of plant and materials; (iv) storage of plant and materials used in constructing the development; (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, (vi) measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site; (vii) measures to control and monitor the emission of dust and dirt during construction; (viii) a Site Waste Management Plan; (ix) details of the routing of associated HGVs; (x) measures to protect existing footpaths and verges; and a means of communication with local residents. <p>The approved Construction Management Plan shall be adhered to throughout the construction period.</p> <p>Reason: In the interests of highway safety and visual amenity.</p>
UDHC18c	Site Construction Access	<p>No development shall take place (except for the purposes of constructing the initial site access) until that part of the access(es) extending 15 metres into the site from the carriageway of the existing highway has been made up and surfaced in accordance with the Councils Design Guide and Specification.</p> <p>Reason: In the interests of highway safety.</p>
UDLV05	Scheme for Illumination	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans full details of the method of external illumination, siting, angle of alignment; light colour, luminance of buildings facades and external areas of the site, including parking courts and pitches, shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of external lighting and the lighting shall be implemented wholly in accordance with the agreed scheme prior to occupation.</p> <p>Reason: To enable the Local Planning Authority to control details and in the interests of the amenities of adjoining residents, highway safety.</p>
UDLV06	Landscaping Softworks	<p>Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, prior to commencement of soft landscaping works full details of Soft Landscaping has been submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following commencement of the development or agreed phases or prior to the occupation of any part of the development and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.</p>

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		Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.
UDLV09	Tree Protection	<p>No development shall commence until full details of proposed tree protection has been submitted to and approved in writing by the Local Planning Authority. Such protection shall comply with (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) Operatives Handbook 19th November 2007). The requirements of Stockton on Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request.</p> <p>Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site.</p> <p>Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality that should be appropriately maintained and protected.</p>
UDLV11	Maintenance Softworks	<p>No development shall commence until full details of proposed soft landscape management has been submitted to and approved in writing by the Local Planning Authority.) The soft landscape management plan shall include maintenance access routes to demonstrate operations can be undertaken from publically accessible land, long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, other than small privately owned domestic garden [delete as required] shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plan prior to the occupation of the</p> <p>(i) Development ; (ii) or approved phases.</p> <p>Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.</p> <p>Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved</p> <p>Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.</p>

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